

# R E A S O N S

OFFERED BY THE

## STAFFORDSHIRE and WORCESTERSHIRE Canal Company against the proposed Extension.

1st. **T**HE Line of the proposed Extension does not pass *through or near any Mines of Limestone or Coal*, which have not at present the Benefit of Water-carriage; no other Part of the Country will be supplied with Limestone or Coals, than what is now supplied by the present Canals, and the Public will not be better supplied with those important Articles than they now be. On the contrary, if the *Staffordshire and Worcestershire Canal Company* may have Leave to reduce their Tonnage, as they are desirous to do, Coals will be delivered at *Stourport* considerably cheaper than is proposed by the present Bill, and Limestone will be delivered at *Stewponney* upon equal Terms.

2d. If another Canal over cultivated Lands was proposed to be made, in Opposition to this Extension, in a comparative View, it might be a Reason in favour of this Extension, that it would be carried under Ground; but under the present Circumstances, the Reason does not apply.

3d. The present Canals communicate with all the Mines of Coal in that Part of the Country, to the Extent of many Thousand Acres; and their Produce may be conveyed thereon to all the Markets to which they can be conveyed by the present Extension, *and at a lower Rate*.

4th. On account of the Difficulty and Delay of passing through the intended Tunnel, there will not be any *Saving of Time* by the present Extension, upon any Goods or Merchandize sent to and from *Birmingham and Bristol*, or any other intermediate Places on the *Severn*; nor, of Course, any Saving of Freight. And if the *Staffordshire and Worcestershire Canal Companies* are empowered to lower their Tonnage, Goods and Merchandize in general will be conveyed between the above-mentioned Places upon cheaper Terms than is proposed by the present Bill.

*The Calculations, in their Case, attempt to shew, that unless the Bilstone Mines are relieved by a Reduction of the Tonnage, they must be shut out of the Severn Market, to the great Injury of the Public by the Loss of that Coal, and the consequent Monopoly by the Stourbridge and Dudley Mines; but if the Tonnage is reduced, every public Benefit will be answered.*

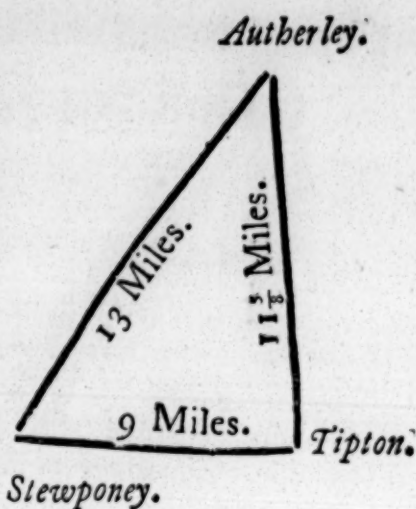


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## REPLY to the REASONS offered by the STAFFORDSHIRE and WORCESTERSHIRE Canal Company, against the DUDLEY Canal Ex- tension.

1st. **T**HE annexed Triangle will shew the Situation of Places; and that by the Extension of the *Dudley* Canal, 15 Miles in 24 will be saved, besides the same Distance in the Boat's Return, which, together, will be 30 Miles in each Journey; that is to say, the Trade will pass only One (and that the *shortest*) Side of a Triangle, instead of Two.

LIMESTONE, through the Extension to *Stewponey*, will cost 1s. 2d. in 2s. 7½d. less per Ton, than by the present Water Carriage through *Autherley*, and 1s. 1d. less than by Land to the first named Place: *And many Mines on and near this Line have not now the Benefit of Water Carriage at all, notwithstanding the untrue Assertions to the contrary.*



IRON STONE from *Dudley* to *Tipton* will cost 2s. 6d. per Ton by Land Carriage (and at that Price only in Summer); from *Dudley* by *Autherley* to *Tipton*, 6s. 3¼d. The same may pass through the Extension of the *Dudley* Canal for 9d. only, and will consequently save 1s. 9d. per Ton in the first Instance, and 5s. 6¼d. in the second.

STOURBRIDGE CLAY, WHITE BRICKS, and MELTING POTS for Furnace and Founders Work, ROD and BAR IRON, &c. &c. Articles of such Moment to the Manufacturers of *Birmingham* must pass by the present Canals from *Stourbridge* to *Birmingham*, by Way of *Autherley*, near 40 Miles; but by means of this Extension will have to pass to *Birmingham*, not quite 16. These Facts prove the *Necessity* and *Utility* of the intended Extension, and at the same Time expose the *Duplicity* and *Falsehood* of the Objections that have been made against it.

2d. Their Second Reason is so *unintelligible* and *inapplicable* to the present Question, that it requires no Answer.

3d. That Coals can be conveyed at a lower Rate by the present Canals than by the Extension is confuted by the Answer under the first Head; for if it were, as the Enemies of the Bill assert, there would be no *Necessity* for the Proprietors of the *Staffordshire* and *Worcestershire* Canal to reduce the Tonnage thereon, to make the Terms or Price with the Extension equal: But as the Public have no Security that the *Staffordshire* Canal Company will reduce their Tonnage at all, or continue it so reduced, should not the *Dudley* Bill pass into a Law, the Advantage and Necessity of this Bill more fully appears.

4th. The Tunnel will be passed expeditiously, by such means as will remove the Difficulty and Delay hinted at, should any arise.

The Saving, in point of *Distance*, *Price*, and *Time*, have been fully spoke to before.

The Calculations which are annexed to their Reasons, are a Comparison (and a false one too), between the *Bilston*, *Dudley*, and *Stourbridge* Coal Mines, which have nothing to do with the present Question, or is any Part of the Object of the present Bill.

The Object of the present Bill, and its Advantages to the Public, have been before stated: But its Enemies seem willing to confound different Things which are no ways analogous, evidently with a Design to mislead the Judgment, and destroy the good Ends proposed by the intended Extension.



R E P L Y

TO THE

REASONS offered by the STAFFORD-  
SHIRE and WORCESTERSHIRE Canal  
Company, against the DUDLEY Canal  
Extension.

[1785.]